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1849

THE

NORTHERN RAILROAD IN NEW YORK,

WITH

REMARKS

and

ON

THE WESTERN TRADE.

OGDENSBURGH:

PRINTED BY A. TYLER.

1849.

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OGDENSBURGH RAILROAD.

A QUESTION of momentous importance is presented to the business men and capitalists of Boston, whether they will avail themselves of the opportunity now afforded them of securing a direct participation in the trade of the Western States, and in the profits to arise from its transportation, by the construction of a continuous line of railroads from that city to Ogdensburgh, the foot of navigation of the great western lakes; and their careful attention is solicited to the following remarks and statements upon the subject.

All must admit that nothing can, at this day, contribute so much to the prosperity of Boston and New England generally as the direct enjoyment of any considerable portion of the trade of the vast, fertile, and rapidly populating regions bordering on the great western lakes; and certainly nothing can afford a more reliable and permanent source of profit to railroad investments and the carrying business, than that trade, the growth and future increase of which no human mind can estimate.

It will now be attempted to be shown, that Boston has it in her power, by securing the construction of the proposed road to Ogdensburgh, and by that only, to secure to herself the advantages of a large share of that trade, as well as that of the rich mineral and agricultural region of northern New York, and, at the same time, secure direct communications with both the Canadas, and draw to herself the best part of the trade of those provinces that will be likely to pass through American ports. And, further, that it affords an opportunity for profitable investment of capital, equal, if not superior, to any other railroad property in the United States.

THE WELLAND CANAL.

In seeking to impress you with the full force of the facts and arguments that may be presented, it is necessary that one great

leading feature of the subject should be fully kept in view ; and that is, that the construction and enlargement of the Welland Canal between Lakes Erie and Ontario is producing, and must continue to produce, a vast change in the course of trade of the great lakes. Let your minds, then, be deeply impressed with the fact that, so far as regards the trade of those lakes, the *Niagara Falls are broken down*, and that wonder of the world obliterated from the map of commerce. Let it be borne in mind, that Buffalo is no longer the foot of navigation of those great inland seas, but that this is a distinction now enjoyed by Ogdensburgh, a point at least 200 miles nearer than the former place to Boston : a point, in fact, as near to Boston as Buffalo is to Albany. Let it be remembered, that lake vessels and steam propellers of the largest class on the lakes now sail from Ogdensburgh through Lakes Ontario, Erie, Huron, and Michigan, to Chicago, and back, performing a voyage of three thousand miles along a coast bounded by the most fertile and rapidly populating region on the globe, the future productions and trade of which will ever afford full employment to every avenue that can reasonably be constructed for its accommodation.

INCREASE OF THE WESTERN TRADE.

To afford some faint idea of the present and probable future trade of that region, it may be remarked, that the most extravagant estimates that have ever been made of the business and tolls of the New York canals, have in no instance ever come up to the actual results. The celebrated Report of Mr. Ruggles, of New York, chairman of the Committee of Finance in the New York legislature of 1838, contained estimates of the trade of those canals which were deemed extravagant by many of the most enthusiastic supporters of the canal policy, and by others were ridiculed as visionary in the highest degree : and yet, astonishing as it may seem, the actual results have largely exceeded those estimates. The net tolls received the last year exceeded his estimate by more than \$200,000, and amounted, in the aggregate, to \$2,446,375 26. Yet the Western States have but just begun to send surplus products to market—as may be seen from the extraordinary fact which appears by the Report of the Commissioners of the Canal Fund to the legislature of New York, (Senate Document, No. 115, 1845), that while the products of western New York alone, sent upon those canals to tide water in 1844, amounted to 491,791 tons, the whole sent from the Western States and Canada together, amounted, in the same year to 308,025 tons, or little more than half what western New York alone sent. This trade of the Western States, however, has mostly grown up within the last six years, and is increasing very

rapidly ; for the same document shows that the mere increase of the trade of the West (not including New York) sent on those canals the last year, was 51,649 tons. What limit, then, can be set to the future productions and trade of those great and fertile states, Ohio, Indiana, Illinois, Michigan, Wisconsin, and Iowa, containing 280,000 square miles, and being fifteen times as large as western New York, and six times as large as all England !

The mere increase of the trade of the Western States (not including New York) before the proposed road could, with the greatest despatch, be built, would, with the other business certain to go upon it, be more than could be transported upon a single track railway.

It should be remembered, too, that the people are cutting up these western regions by numerous canals and railroads, increasing every day the flow of trade into the same great channel. Besides the old Ohio Canal, there have been opened, recently two other canals from the Ohio River to Lake Erie, and a new railroad is also very soon to be opened between those waters. A canal was opened, not long ago, nearly across Indiana, and soon another will be constructed across Illinois (not to enumerate other canals and railroads, constructed and commenced all of which will not only add immensely to the contributions of those States, but tend to turn a large share of the agricultural productions of Kentucky and Missouri to the same great highway of commerce.

All the products sent to tide water on the New York canals in 1844, amounted to the enormous quantity of 1,019,094 tons, valued at more than \$34,000,000 (as appears by the document already referred to, page 142), yielding to the State nearly two millions and a half of dollars of tolls, to say nothing of the profits upon the freights and commerce arising from it. The mere increase of this whole quantity transported to tide water, on the canals, in 1844, was over 200,000 tons : and the previous year, about the same. We have seen that the *increase* from the Western States alone, in 1844, was about 52,000 tons. Is it unreasonable to suppose that this mere increase of the western trade, being only one quarter of the increase of the whole tonnage coming to tide waters on those canals, would take so favorable a channel to the eastern markets as the Ogdensburgh road would present ? This, it may be seen, would be only about one-twentieth part of the whole tonnage to tide water on the canals the last year, and would leave to the New York canals all that they have heretofore carried, and three fourths of the whole increase. Persons interested in other avenues of trade with those fertile regions, need have no fears, then, but that they will have enough to do, and yet give the proposed new channel its fair

share of that trade. The quantities stated are not mere estimates, but ascertained by actual weighing.

That the enlargement of the Welland Canal, when completed, as it is to be next spring, so as to admit the passage of vessels of 500 tons, will produce a great change in the trade of those lakes, is evident from the fact which appears by the document referred to, that in the last year, when it was as yet but partially enlarged, there was a falling-off in the quantity of western agricultural productions shipped on the canal at Buffalo; while, in the same period, the quantity shipped by Lake Ontario and Oswego was nearly doubled. The quantity of merchandise sent by Buffalo also decreased, while that sent by Lake Ontario more than doubled. Of salt sent to Western States, 31,600 tons were sent by Lake Ontario, and only 14,569 tons by Buffalo. (Report page 148.) These results, it is well known, have produced much excitement and alarm along the Erie Canal.

COMPARISON OF ROUTES.

What, then, is going to be the best route for the western trade to reach the eastern markets and the seaboard? The prices of freight on the canals, in the following statements, are the low ones induced by the competition in the two routes the last year, and probably are as low, if not lower than they can be expected to remain. It is thought by many, that freights may be taken on the proposed road from Ogdensburgh to Boston for the same sum as upon the road from Albany to Boston. A writer in the Albany Argus, under the initials "J. E. B." presumed to be a gentleman known as a talented engineer of that State, and the author of a useful work on Railways, estimates that by reason of the cheap construction, low grades, and small expense of running the road a barrel of flour may be taken from Ogdensburgh to Boston for 32 cents. For safety we increase this one third, which will be, say 43 cents per barrel, or nearly, 50 per cent. more than the charge from Albany to Boston. If 43 cents is still thought by any to be lower than it can be carried for, it should be borne in mind that the same charge, and even higher charges, may be made from Ogdensburgh to Lake Champlain, and any places between there and Boston, so that on the average it would be a very adequate compensation—and, indeed, in large quantities there is little doubt but that it might be carried for a less sum with large profit.*

* It is well known that the freight of flour from Albany to points half way to Boston is more than it is through to Boston.

Cost of Transportation of a barrel of Flour from Cleveland to Boston.

By Buffalo.

Freight, Cleveland to Buffalo	10 cts.
Do. Buffalo to Albany	21½ "
Tolls, " "	35½ "
Railroad to Boston ,	30 "
	<hr/>
	97

By Oswego.

Lake freight and Welland Canal tolls (tolls being lately reduced)	20 cts.
Freight, Oswego to Albany ,	12½ "
Canal tolls, " "	21¼ "
Railroad to Boston	30 "
	<hr/>
	83¾

By Ogdensburgh.

Lake freight and Welland Canal tolls, from Cleveland to Ogdensburgh	22 cts.
Railroad, Ogdensburgh to Boston	43 "
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	65

These results give the latter route a preference over the Buffalo route of 32 cents, and over the Oswego route of 18¾ cents.

As intimated above, the whole country bordering on Lake Champlain, and lying east of it, could be supplied with western flour by the Ogdensburgh road with still greater profits.

Freight and tolls, Oswego to Albany (as above)	33½ cts.
" " Albany to ports on Lake Champlain,	16 "
	<hr/>
	49½

This would allow a charge of more than 43 cents by the Ogdensburgh road to Lake Champlain, and have preference over other routes. This would not only direct all the flour, but also the salt, ground plaster, and fruits of the West over the same road, for the supply of the whole country around Lake Champlain. This, with the other business certain to go on it, would make that road a very productive one by itself, but, connected with a continuous line east, would be vastly more productive.

TIME.

Time is another important advantage which the Ogdensburgh route would have over the others, and is a very material item in relation to flour and provisions. The time by the canals from Oswego to Albany is about five days, and from Buffalo about seven days, and one more at least from Albany to Boston, while from Ogdensburgh to Boston it would be no more than two days; an advantage sufficient to give it preference, even at the same charges of transportation. How great a preference, then, where there will be so great gain, both in time and cost?

But there are other important reasons why the Ogdensburgh route would be preferable to any other.

1. It would be a continuous line of railroads, free from restrictions and state tolls, and under the direction of a single interest, having in view the obtaining of the greatest possible amount of western trade over them, by proper arrangements of freight. Whereas, the canal routes are subject to heavy tolls, and the central railroad routes are under restrictions, preventing their taking freight except in winter, and then subject to canal tolls; and which restrictions and tolls, in consequence of the conflicting interests between the two canal routes, and between the canal and railroad routes, will probably not be removed or reduced upon any of them.

2. Freights, when once placed on the cars at Ogdensburgh, will go through without breaking bulk: while on the other routes, they will be subject to at least one transshipment.

3. The navigation of the lakes to Ogdensburgh is open one month, and often six weeks, longer in each season than the New York canals. It is notorious that the harbor of Buffalo is generally obstructed in the spring, some weeks after the other harbors on the lakes are entirely free; and it is expected that a strong current from Lake Erie may be turned through so large a channel as the enlarged Welland Canal, so as to keep that canal open many weeks longer every season, than the New York canals.

4. The Ogdensburgh road would keep open a direct communication with the oldest, most populous, and wealthy portion of Canada West the whole year, the communication being good at all times of the winter from Ogdensburgh, with the important neighboring towns of Kingston, Brockville, Prescott, Byetown, and Cornwall, and other villages and the surrounding country. This would be a consideration of great importance, in reference to the trade, which even now takes place at this point, and which would, with the facilities of this road, and under the late act of congress, allowing drawbacks, increase immensely. No point

on the whole lake frontier is so accessible from Canada, in the winter as Ogdensburgh. A deep interest is felt by many prominent individuals in Canada West in the construction of this road, as affording the most direct and eligible communication between that province and the seaboard at Boston, and already are there projects under consideration having in view a connection with that road at Ogdensburgh; and much confidence has been expressed, that one would be made from Prescott, opposite that place, to Bytown, a place of much trade and importance on the Ottawa. It is well known, that steps, are also taken to connect Lake Ontario with Lake Huron by a railroad across the isthmus which divides them.

THE MONTREAL ROUTE.

When the line of roads from Boston to Burlington is completed, there will be a direct railroad and steamboat communication between Boston and Montreal; sufficient for all the purposes of trade and intercourse with that city, there being already a steamboat and railroad communication between Burlington and Montreal. But as regards the great western trade, it will now be shown, that to enable Boston to command any considerable portion of it, she must take it at Ogdensburgh, and not by Montreal. The direct route by the Ogdensburgh road is preferable, because,—

1. The navigation of the St. Lawrence below Ogdensburgh is dangerous and very expensive. The freight of a barrel of flour from Ogdensburgh to Montreal is 30 cents, and much of every season higher, besides extravagant insurance.

Ogdensburgh to Montreal, freight 30 cents.

Insurance - - - - - 3 “

Montreal to Burlington, 120 miles 18 “

51 cents.

This would allow the extravagant charge of 45 cents and even more, over the 120 miles of Ogdensburgh road, and still be cheaper than by the other route. We have already shown a similar result as compared with the canal routes, to ports on Lake Champlain, so that it may be set down as certain, that the Ogdensburgh road, without any connection with other roads east, would supply all the country on both sides of Lake Champlain, and a considerable part of New Hampshire, with western produce.

2. The route by Montreal would not only be more expensive, but take longer time, and would require an additional tranship-

ment, since vessels navigating the upper lakes cannot pass down to Montreal, and will not be able to do so with profit, even when the canals are completed. If boats going down shall pass through the canals and locks, to avoid the dangers of the rapids, they will be subject to high tolls and much delay. Large vessels will not be able to go down, because there is very little up freight, and the small boats can take freight down much cheaper than the large ones, because they can pass all the rapids without payment of tolls, and return as they do by the Ottawa River and Rideau Canal. Besides, it is said to be found difficult for lake vessels or boats of much draught to pass down at all, on account of the shoals and varying channels through the small lakes.

3. An insurmountable obstacle, however, to the American trade going by the way of Montreal, is that American vessels, in which it is shipped from the Western States, could not afford to descend to Montreal and pay tolls, as they would have to do through the canals, unless they could have return freights, which they could not have, since there are no importations that way to American ports, and they are not permitted to take freights to Canadian ports—that trade being confined entirely to their own craft. The small quantity of up freights, even to Canadian ports, is one reason why the down freights are so high. After all the immense expense which the British government has incurred to direct western trade down the St. Lawrence, none who know any thing of the policy of that government can ever expect any modification of their commercial regulations, by which that trade, after being once brought to their doors, shall be permitted to be taken from them.

4. The navigation of the St. Lawrence, below Ogdensburgh to Montreal, is not open so long by some weeks as it is above, and of course the season of trade with the West would be so much the shorter. The road to Ogdensburgh would also, as we have seen, keep open the communication with Canada West the whole winter, which would not be the case with a road terminating at Montreal. The upper province is more fertile, and increases more rapidly in population and agricultural products: and its trade will be more important than that of the lower province, which, too, has in its midst large commercial towns, accessible from the ocean, to enjoy its trade.

5. For these reasons, the Ogdensburgh route to Boston would have a decided preference over the Montreal route to Portland; but, if the western trade can go by Montreal at all, and is permitted to go there, then there is no probability that Boston would take any share of it. Preference, of course, would be given to the British carrying trade, so far as legislation could do it; and if any portion of it must find an outlet at an American

port, no doubt Portland would be the place, the project of a railroad to which city seems to be preferred by the capitalists and business men of Montreal, probably on account of the increased value it would give to their own lands, through which it would run, and its shorter route to the seaboard; and it is well known that they have sent an agent to England to obtain aid for its construction.

6. Without the Ogdensburgh road, Boston would not only lose the immense advantages of the trade of the great West, and of the best portion of Canada, but also that of the great mineral region of northern New York,—a trade which we shall yet see will be of no small importance; while, with the Ogdensburgh road, in connection with the line from Boston to Burlington, not only would all these great advantages be secured, but also the object would be accomplished of securing the travel and intercourse between the seaboard and Montreal, and retaining the advantages to Boston of having the Cunard line of steamers continue to come to that port.

7. Emigrants to the West from the north part of New England would not pass by Montreal, and submit to the various changes from one mode of transportation to another, and to the exactions and annoyances of custom-house regulations, to which they would be subjected on entering Canada with their various household goods, and again on their return into the States.

FOREIGN TRADE IN WESTERN PRODUCE.

Will the Ogdensburgh road enable Boston to share with her sister city, New York, in the foreign trade in western produce? We will endeavor to show that it will. The cheapest route from the western States to New York is admitted to be by Oswego, and the competition of the last year probably reduced the expense on that route as low as it can ever be expected to be; and we have seen that conflicting and rival interests will never admit of any reduction of tolls. The cost of getting a barrel of flour from Oswego to Albany, as we have seen, is 33 1-2 cents; freight from there to New York, 10 cents; making 43 1-2 cents. We have seen that a barrel of flour may be sent from Ogdensburgh to Boston for the same sum; and, indeed, if the opinions of engineers can be relied on, for considerably less. Boston would receive her produce from the West several days sooner than New York could by the slow navigation of the canals, and is one or two days' sail nearer the European market. Indeed, articles have appeared in almost every paper published in New York and in Albany, and many along the canal, admitting the results which we anticipate from the construction of the Ogdensburgh road; and many of them (not duly appreciating the

vastness of the trade of the West) express their alarms at the probable consequences, and, to countervail them, have suggested different propositions which we will examine. Some of the New York papers urge the immediate completion of the New York and Erie Railroad. Aside from the question whether it will ever be completed, it may be asked how, if completed, could that road, with its 500 miles of length, and its 30 feet grades, be made successfully to compete with the Ogdensburgh and Boston roads, of not more than two-third its length, little more than half its cost, and with grades requiring less than one-half the power to operate them.

Another proposition, suggested in an Albany paper, is to construct a line of railroad from New-York to Albany and thence to Lake Champlain, to receive the western trade by the Ogdensburgh road and that lake. This is a great concession to the Ogdensburgh road; but the project is impracticable. It would involve the necessity of two transshipments, or transfers on Lake Champlain, since the roads could not meet. It would be along side of the Champlain Canal, and the state and canal interest would, of course restrict any such road from taking freight, except in winter, and at all events subject it to canal tolls. Besides, since the people of western New York have become so alarmed at the probable results of the Ogdensburgh road, they will hardly consent to any new project, to turn trade from their channels by Lake Champlain to New York. If the charter of the Northern or Ogdensburgh road was not already granted, it is quite certain, from the feelings evinced, that it never would be, on any terms that would be accepted. The constitution, which requires a vote of *two-thirds* of all the *members elected to each branch of the legislature*, to create, alter, or amend an act of incorporation, renders it difficult, as the friends of this road know, to obtain a charter; but, when granted, the same provision effectually protects the stockholders in the privileges granted them. If, however, the charter is not accepted, and made use of, there would be scarce a hope, that another would ever be granted, on any acceptable terms. This feeling, then, would prevent any new charter, that would be at all likely to produce the results suggested in the Albany paper; but if they could get a charter, we have seen that it could not be used to any such effect as contemplated. Besides, how could a railroad from Albany to New York, if one should happen ever to be built, carry freight cheaper than it is carried on the Hudson river? Another project suggested is to increase the strength and capacity of the present railroads through New York to take freight. But we have seen that they are subject to restrictions and tolls, which the interest of the State and of those deeply engaged in canal transportation will never allow to be removed by

a two-third vote; but if removed, those roads could not compete with the Ogdensburgh route for the trade to Boston. Other projects to divert attention from the Ogdensburgh road have been suggested, the utter impracticability of which, it is believed, does not require a word to exhibit.

It is confidently believed, then, that the Ogdensburgh road, with the connecting lines to Boston, would, to the extent of their capacity to carry freight, enable that city to participate in the commerce arising from the exportation of western products. If Boston should not receive so much of that trade as New York, yet it would, no doubt, be far more profitable, in proportion to its amount, both to the carriers and to the merchant through whose hands it would pass. Who, then, can estimate the value to Boston of this new avenue of trade with the West?

TRIBUTE TO NEW YORK.

Are the inhabitants of Boston and New England willing any longer to pay tribute to New York, on all the bread-stuffs and produce which they receive through her canals; equal to 35 cents toll on every barrel of flour, and amounting, in the aggregate, to \$151,862 '90, on the single article of flour brought to Boston alone, over and above freights and other charges? Are they willing longer to submit to similar tolls upon the manufactures which they send to the western market? Nothing can be more essential to the prosperity of the manufactures of New England, than to be able to receive her bread-stuffs at the cheapest prices, and to possess ready facilities for returning her manufactured goods in payment.

And are the business men and property owners of Boston willing longer to let New York continue to take so large a share of the benefits of the trade of the great West? Some idea of the value of this trade may be formed from the following statement:—The increase of the value of real estate in the city of New York, as derived from the official valuations, during the ten years previous to the completion of the Erie Canal, was only \$1,439,634; while the increase during the ten years succeeding (as taken from the official valuations) was \$135,618,027. Nor need this excite surprise, when it is remembered that the tonnage of products sent to tide water on those canals, in 1844, was 1,019,025 tons, valued at more than \$34,000,000; and that 176,737 tons of merchandise was sent from tide water on those canals in the same year. We have been moderate enough to claim for Boston only a small share of the increase of that trade, as has been seen, which will render our road a very productive one; but should she receive, in each year hereafter, a quantity equal to the increase of either one of the last two years, it would

make the tonnage, passing on the Ogdensburgh road annually three times as great as passed on the Western Railroad the last year, and, with the travel and other business, would make it the most profitable road in the world. How much more or less of that trade would be likely to find its way over such a channel as that road would present, and its effects upon the prosperity of Boston and new England generally, might be deemed a presumptuous undertaking to predict.

An important and remarkable fact, in relation to the increase of the western trade, is, that the increase of tonnage on western products is, almost entirely, on agricultural products (which bear transportation by railroads better than products of the forest). The average increase of tonnage arriving at tide water from the west, by the Erie Canal, is 161,031 tons per year, for the last ten years. Of this annual increase, 150,084 tons are agricultural products. (See Report, page 139.)

RETURN TRADE OF THE WEST.

If the Ogdensburgh road enables Boston successfully to compete with New York in the trade from the West, as we have seen it will, then there can be no reason why she should not also share in the trade to the West.

The number of tons of merchandise, which ascended the New York canals, from tide water, in 1844, was 135,616, and including coal, &c., was 176,737, and the year previous, 143,595. If Boston should send over the Ogdensburgh road 20,000 tons of merchandise to the West, it would be but little more than half the mere increase of the whole number of tons going on the canals, from tide water, the last year, and less than the increase of the year previous. If we include eastern manufactures, to which this road would open a direct market in the West, the goods of emigrants to the West and to Canada, and merchandise to the Western States and to Canada, which will open some trade to Boston, as will yet be seen, it cannot be extravagant to set down all this trade at 20,000 tons.

CANADA TRADE THROUGH OGDENSBURGH.

There is already a considerable trade with Canada, through Ogdensburgh, as may be inferred from the statement below, taken from the custom-house books of the port, which, however, as will be seen, show only a fraction of that trade. Among the articles exported in 1844, amounting in all to \$212,434 97, are the following, which, it is supposed, would be brought to that place on the proposed road (it being expected that most of

the other articles, being domestic produce, would find a better market, over the road in an easterly direction).

Manufactured cottons	-	-	vds.	47,232
Tobacco	-	-	lbs.	85,991
Manufactured produce	-	-	val.	\$12,845
Sole leather	-	-	lbs.	11,325
Brown sugar	-	-	"	8,555
Whisky	-	-	galls.	43,964
Musical instruments	-	-	val.	\$300

But much the largest share of the trade with Canada finds no entry in the custom-house books. Large quantities go by the ferry and other small boats, which take no clearances, and in sleighs in the winter; no account of which is kept on this side, whether they are reported on the other or not; but it is well known that there is a large trade in American cotton goods, leather, tobacco, snuff, teas, and other articles, which find no entry in custom-house books on either side; a trade from which our citizens derive much profit, without participating in its hazards or immoralities.

It must be evident, from the slightest knowledge of the location of Ogdensburgh, that it is the most eligible point on the whole frontier for trade with Canada. Its advantages, in this respect, may be seen from these facts. Five American steamers (the largest on the lake) take their departure from that port, one leaving every morning for Niagara, and intermediate American ports, touching also at Brockville and Kingston going and returning; several schooners and propellers, some of them of the first class on the lake, leave daily, or oftener, perhaps, for ports on Lake Ontario and the upper lakes, and two British steamers, one up and one down, and one propeller down, arrive and depart every day, making at least four arrivals and four departures from and to Canadian ports every day, besides the steam ferry-boat leaving for Prescott every half hour, and small sail and row boats constantly passing. The British Steamers and propellers, it is believed, do not touch at any other American port; nor is there believed to be on the whole frontier another American port, either on the lakes or river, where more than one British boat, if any at all, ever touches. Ogdensburgh, unlike the ports on the lakes, can be approached with small boats from any point on the Canada shore, from Montreal to Kingston and beyond; and in the winter, as already seen, no point on the whole frontier could so well accommodate the trade with so important a portion of the Canadas.

TRADE WITH CANADA UNDER THE RECENT ACT OF CONGRESS
ALLOWING DRAWBACKS.

It is apparent, from what is said above, that Ogdensburgh would, with a railroad from Boston, be the most eligible point for passing goods into Canada under that act. In the estimates of business anticipated to pass over the projected road from Portland to Montreal, it is supposed that 10,000 tons annually of merchandise from Great Britain and the West Indies will take that route to Montreal. If these anticipations are at all well founded as to the trade to take that course to the eastern province, where it would have to encounter the competition of trade by sea without transshipment: certainly the trade from that source would be very great over the Ogdensburgh road to the western province, where trade cannot come by water without transshipment, and encountering the difficult and expensive navigation of the St. Lawrence. But though a considerable trade may take place with the upper province, which has heretofore had some amount of trade with New York, to accommodate which more especially the act of Congress was passed, yet it can hardly be anticipated to be as extensive, especially with the lower province, as is estimated by the friends of the Portland road: and certainly that route could not compete with the Boston and Ogdensburgh route, nor could any route by the way of Montreal compete with it, for the trade of the western province, since goods sent by Montreal would have to be transhipped there and encounter the expensive navigation up the St. Lawrence, and in winter could not bear transportation to the western province at all. But whatever trade may go to Montreal will as we have seen, be well accommodated by the roads from Boston to Burlington, from which place there is now a good communication, so that with the Ogdensburgh road the trade with both provinces will be secured, while without it that of the western provinces will go through New York.

That the trade of the western province is much the most desirable to be secured, must be evident to all, who consider the difference of climate and soil, and the origin and character of the population—there being very little enterprise in the eastern province, unless in the large towns, and the inhabitants evincing little disposition to trade with their American neighbors—whereas the western province partakes more of the character of our Western States in climate and in the fertility of its soil, and a large portion of its inhabitants (numbering by the late census 550,000) are enterprising Americans from the Eastern States and New York, and more ready for trade and traffic with our citizens. It would no doubt afford a considerable market for eastern manufactures and other goods; but this trade, to be enjoyed by Boston, must be carried over the proposed road.

SALT, PLASTER, FRUIT, ETC.

In 1844 the canal reports show that there was sent by the Champlain Canal 3,038 tons of salt to Vermont. The quantity which went to New York ports on that lake is not specified, but probably was nearly as much more. We have seen that this salt would probably all go over the new route, and that the market would probably be much extended beyond Lake Champlain. A large quantity of ground or land plaster, and considerable quantities of the fine western fruits, would also pass over the road, say in all, including salt, probably 8,000 tons.

GREAT MINERAL REGION OF NORTHERN NEW YORK.

To the sources of business already mentioned must be added that of the trade of the rich mineral and fine agricultural region of northern New York, which would at once contribute largely to the business of the road, and very soon supply the source of great profits. The fame of its iron manufactures, and the reports of the state geologists, establish its claims to be considered the richest mineral region in that State, if not in the United States. The value of its agricultural productions, ascertained by the census of 1840, estimated at \$3,370,791, exhibits the agricultural character of the country.

The vast mineral, combined with its agricultural resources, the superabundance of water power supplied by the numerous streams, of which there are five, the Oswegatchie, Le Grass, Racket, Indian, and St. Regis, as large or larger than the Connecticut above tide-water, flowing through the single county of St. Lawrence, and presenting along their gently swelling banks, healthy and attractive situations for residences and villages, and affording facilities for obtaining timber and fuel from the timber lands towards their sources, and in some cases of transporting the minerals found on their margins—the cheapness with which the important manufacture of iron can be carried on, and with the facility now sought for reaching a market, all together, will render that district capable of sustaining, from its own resources, a more dense population than any other portion of that highly-favored State.

The population, in 1840, of the three counties of St. Lawrence, Franklin, and Clinton, through which the road would pass (not including Essex, which would, however, contribute considerable business to the road), was 101,381; being an increase of 35 per cent. on that of 1835, and a larger per cent. increase than that of any other counties in the State. By the same census, there were, in the three counties, 24 furnaces, and 28 bloomeries, forges, and rolling mills; 297 saw mills; 84 grist mills, and 3

merchant mills : 332 stores ; and 63 tanneries. These facts, derived from official sources, afford a more reliable basis for forming an opinion of the business and resources of the country than any mere conjectural estimates.

PRODUCTS OF THE FOREST.

The number of the saw mills (297) indicate that a large business may be relied upon from this source. In 1844, there were 155,146 tons, the products of the forests (of which over 127,000 tons were sawed lumber), sent from Lake Champlain through the Champlain Canal, of which 21,652 tons came from Vermont and Canada, leaving 133,494 tons which went from the New York side of the Lake. (See Report heretofore referred to, Table No. 2, and p. 147.) Several thousand tons were also sent from St. Lawrence county by the Oswego Canal, and a still larger quantity to the Canada markets, of which no accounts were kept.

As regards business from this source, it is an important consideration, that the high and prohibitory duties lately imposed on lumber going to Canada will no doubt greatly increase the amount which would hereafter go over this road to our own markets. The facilities for making lumber along the numerous streams which the road will cross, and for obtaining the timber from the extensive forests towards their sources, will, with the means which the proposed road will afford for getting the lumber to market, greatly increase the lumber business. And it is believed, by those who are well acquainted with the subject, and from the present business, as shown by the canal reports, it seems reasonable, that it will furnish to the road a business equal, on the average, to the transport of 50,000 tons annually, for ten years, over its whole length.

IRON BUSINESS.

Who will venture to predict the extent to which the manufacture of iron is to be carried on in this country ? The new uses to which it is applied, and the constantly increasing demand for the article, form one of the most remarkable features of the age. Arising, as the demand does, from permanent causes, it must continue to increase, and make this branch of industry one of the most important that can engage the attention of the country. Already has the manufacture of Iron in this country become an important business, and is increasing rapidly. A statement of the importations of iron into this country from abroad during the last sixteen years, compiled from official reports, shows that although over 105,000 tons were imported the last year, costing the country near \$4,000,000, yet the quantity imported is not increasing. The greatly increased demand must of course have

been supplied by the increased production in this country ; evincing that the business can and will be carried on here with success and profit. England, though making over 1,200,000 tons annually, is scarcely able to supply the increasing demand upon her establishments. We may then safely calculate, that the business in this country must very soon become one of vast amount ; and it has been estimated that the Pennsylvania works alone will increase their products of iron from 200,000 tons, made last year, to 350,000 tons, or over the present year ; and that the consumption of this country will require as much more from other sources.

As additional evidence that the Iron business in this country is very likely to be largely increased, the following is extracted from an interesting article on the manufacture of iron, which not long since appeared in a newspaper in the city of New York ; "The iron district of New York comprises the northern tier of counties, and the ore has proved equal to any yet discovered. There are already about 150 furnaces, forges, bloomeries, and rolling-mills, erected in St. Lawrence, Clinton, Franklin, and Essex counties ; and the state has recently established a prison in that section, where 500 convicts are to be employed in mining and manufacture of Iron. The mineral wealth of this region is immense ; and the contemplated improvements in that section, if carried out will rapidly develope it. Capital is seeking that section for employment in the iron business, and we contemplate that it will soon be the second iron manufacturing district in the country."

In confirmation of this it may be stated, that within the last year a large amount of capital has been invested in the business at Rossie, in the county of St. Lawrence, by a wealthy and enterprising capitalist, in the erection of a new furnace, said to be one of the largest and most perfect in this country. It is also understood that the works at Fullerville and Edwards have been improved, and their operations extended. And the extensive works at Brasher, in that county, lately destroyed by fire, are immediately to be rebuilt, on a much extended and improved plan.

The employment by the State of several hundred convicts in Clinton county, will of course increase considerably the iron business of this quarter, and, with the additional impetus which it would receive from the construction of a railroad, it would soon become a source of great productiveness to the road ; and, if the lumber business should after many years diminish, would more than supply its place. Of the vast quantity required for the use of the country, is it unreasonable to suppose that in a district like northern New York, where the best charcoal iron can be made, it is believed, cheaper than anywhere else in the

country, and where the indications of increasing manufacture are so evident, the production of that district should in a short time become at least one third as much as that of Pennsylvania at the present time? Do not all the indications lead to the opinion, too, that it will not be very long before iron of the quality made in this district may command a foreign market, to be sought over the proposed railroad to Boston?

It is difficult now to say what direction the opening of such an avenue might give to the iron trade; but as there is about an equal number of tons made near each terminus, and the Brasher works in St. Lawrence and all the works in Franklin are about midway between, it will make but little if any difference with the business of the road which way trade tends. The recent opening of the Erie Extension Canal may give Pennsylvania so much control of the iron trade on the lakes as to induce the trade of northern New York to seek an easterly market, in which case of course Boston will be the great depot of that trade.

It is believed to be a very moderate estimate, that the tonnage of the iron, coal, castings, and ores to arise from the iron business, that would be certain to go upon the road, would, before the road will be completed, amount to 5,000 tons, and thereafter greatly increase.

QUARRIES.

There is in the town of Potsdam a remarkable quarry of a peculiarly valuable stone, to which the geologists have attached the name of that place, by way of designation. It is extensively known as a superior fire stone, and has been transported great distances by land for hearths and linings of furnaces. It is easily raised in perfectly regular layers of any required size and thickness, and forms a beautiful material for building and flagging. The large buildings of the St. Lawrence Academy, one of the largest and most flourishing in the State, having as many students, and drawing as large an amount of public money, it is believed, as any in the State, and many other buildings at Potsdam, are of this stone, giving that flourishing village a beautiful appearance. There are also in that county, as may be seen by reference to the geological reports, large beds of water lime and other lime stones, and a great variety of the most beautiful marbles, serpentine, verd antique, &c.; which they say only require convenience of transport to render them of great value. There are also lead mines and large beds of copperas, which have been worked extensively, and other minerals, which, it is believed, may yet prove of value. There is also a bed of valuable sand for glass in Clinton county, and another near the line of St. Lawrence; and it is believed, that the extensive glass-works near each termini of the road would probably contribute considerable

business to it. The large quantities of pot and pearl ashes, not as yet mentioned, amounting to 11,000 barrels in St. Lawrence the last year, and of course, large quantities in the other counties, would mostly go easterly on the road.

The tonnage to arise from these sources, it is believed, cannot be set down at less than 10,000 tons.

DARIES, ETC.

St. Lawrence county is fast becoming an important dairy district. The estimated value of all the products of the dairy, as ascertained by the census of 1840, was \$236,158. It was ascertained (by the collector of the port, from the custom-house books, and the best information that could be obtained) in January, 1844, that there were sent from St. Lawrence county to market, the preceding year, 4,662 packages of butter and 1,881 casks of cheese, and that 15,000 head of cattle, 5,000 sheep and 25,000 pelts were sold from that county the same year; and this, notwithstanding the great emigration into the county. When the country is more settled, and the emigrants, instead of being consumers, shall become producers, these surplus productions will increase in a very rapid ratio. It is believed that Franklin county, also, sends large quantities of the same articles to market. With the facilities of the proposed road for reaching Boston, large quantities of provision, butter and cheese, poultry, venison and live stock, &c., would find their way to that market.

MERCHANDISE.

The tonnage of merchandise brought into the three counties cannot be obtained from any official sources. It can only be estimated from the number of inhabitants, which, as we have seen, was over 100,000 in 1840 (probably now 135,000), with 332 stores, employing a capital of 1,178,258. The quantity of goods brought, then, must be considerable. Large quantities of salt, plaster, flour, fruit, &c. (not including what will go through), will be taken from Ogdensburgh to points along the line. It is believed to be a reasonable estimate, predicated upon the present business of the country, that these sources of local freights will supply business equal to the transport of 10,000, on the average, during ten years.

TRAVEL AND EMIGRATION.

The slightest examination of a map of the country must satisfy any one, that the travel and emigration must be very great over the road, affording as it will, to the whole country bordering on Lake Champlain on both sides, and in fact some of that on

the Champlain Canal, and all the northern and eastern part of New England, a short and expeditious route to Ogdensburgh, from whence they can proceed by the cheapest and most convenient water transportation to any point on the great lakes, to the distance of 1,500 miles without change. The large steam propellers now navigating those lakes from Ogdensburgh to Chicago, are fitted up in the most convenient manner for emigrants or travellers. Having the benefit of sails, they can carry cheaper than steamboats, while with their propellers they are enabled to make their trips with the same regularity. Laden with the products of the West down, they have little up freight comparatively, and take emigrants and their goods at the lowest possible rates. Great numbers even now cross the country by land to avail themselves of this new facility for reaching the far West. There are also, as we have seen, several of the largest class steamboats, both American and British, leaving Ogdensburgh every day for the various ports on Lake Ontario.

Not only are the states and territories along the western lakes, and all northern New York, but a large part of Canada West is settled chiefly by emigrants from the Eastern States; and all who know the character of that people, and their feelings towards their native New England and its beautiful metropolis can readily see that the travel and intercourse over this route must be very great.

It will also afford the best route for emigrants from abroad, since they can reach Boston, from England, two days earlier than New York, and upon this road would not only go quicker and cheaper, but would be free from the changes of conveyances and the exactions (to call them by no harsher name) to which they are constantly subjected upon other routes. The facilities afforded by the ocean steamers will greatly increase the intercourse with England, and the future travel to arise from this source between Canada West and Boston must be very large. But the way travel, generally found to be vastly greater than is anticipated, would be a source of large business. The intercourse between the considerable villages of Ogdensburgh, Canton, Columbia, Norfolk, Potsdam, Stockholm, Parishville, Hopkinton, Brasher, Lawrenceville, Malone, Fort Covington, Chateauguy, and Plattsburgh, and others on or near the line, with their stores, mills, foundries, and manufacturing establishments, would be large at once, and greatly increase.

Nor is the country devoid of interest by any means to the pleasure traveller: and no doubt many making the tour of the Springs, Niagara Falls, and the Lakes, would take this route to Lake Champlain, and over the green hills and beautiful valleys of New England to the literary emporium of the nation. From all these sources it is confidently believed that the travel alone

will be sufficient to defray the running expenses and repairs of the road, leaving to the share holders the entire receipts from freights.

TWO CLASSES OF RAILROADS.

Railroads may be divided into two great classes, and much of their value depends upon which they belong to. 1. Those which form the main routes or channels, receiving voluntary contributions of freight and passengers from other roads and channels concentrated upon them. 2. Roads which are mere branches or tributaries, whose business is chiefly to collect passengers and freights for the main lines. The Ogdensburgh or Northern Railroad of New York clearly belongs to the first class. It will have and can have no rival that can compete with it, but will have the benefit of the whole business that will be concentrated upon it, by rival steamboats and vessels and rival railroads at either end. Whatever rivalry there may be between them, and however much the business may be divided among them, this very rivalry will only tend to increase the business that will be concentrated upon that road. In addition to that portion of the western trade that will pass beyond Lake Champlain on the connecting links, that road alone will enjoy all that goes to supply the whole country bordering on that lake.

Can any one doubt, then, that the Northern Railroad of New York will be one of the most productive roads in this or any other country?

COST OF CONSTRUCTION.

The route has been twice carefully surveyed, at an expense of more than thirty thousand dollars, by able and accomplished engineers, under appointments from the governor of New York; once by Edwin F. Johnson, and again by Edward H. Brodhead. The appropriation for the first survey did not admit of as full an examination of other lines as was deemed desirable, and a further survey was ordered by the legislature in 1840, without limiting the expense. The line was again surveyed, with all other routes deemed at all practicable for reaching Lake Champlain. The result confirmed the selection made by Mr. Johnson, with slight variations. The first survey made the line 119 miles from Ogdensburgh to Plattsburgh, and the highest grade 45 feet, with an estimated cost \$1,451,805. Mr. Brodhead, having more time for examination, was enabled, by extending the line, to reduce the highest grade to 40 feet in the mile. He surveyed two routes for part of the distance, making the line 120 miles on one, with an estimated cost of construction \$1,778,459, and the other 121 1-2 miles to cost 1,923,108.

An examination of the very able and full reports of the engineers, and the maps and profiles, must show satisfactorily that the surveys have been made with great care. And when the favorable character of the soil (ascertained by frequent shafts), and the uniformity of the surface, and the cheapness of materials, are considered, it will not excite surprise, when the opinion is expressed that the road may be finished with a substantial freight track within the estimates. Very little expense will have to be incurred, it is believed, in obtaining the land for the roadway. The route is also through a country of great uniformity of surface, and known there to be peculiarly free from deep snows and snowdrifts; and little interruption will ever arise from this source. The estimates do not include the cost of engines, cars, &c.; and if, in addition to this expense, and for the purpose of furnishing the most ample accommodations for transporting so great an amount of freights as is expected to pass on the road, the outlay of capital should be larger than has been anticipated, it is believed that the receipts will still afford a large profit upon the investment. It will be seen that the profits resulting from the estimates made are sufficient to admit of much abatement on account of errors, if any, in the estimates, either of cost of construction or of business, and also for reduction of prices of freight, if found necessary or desirable.

The charter extends fifty years, and is a liberal one, adopting that of the Attica and Buffalo company, whose road, built, it is believed, principally with Boston capital, has for some years been in successful operation. It has been seen that the stockholders will be well protected in their privileges by the provision of the constitution, which prevents any alteration except by the votes of two-thirds of all the members elected to each branch of the legislature. Since this is the case, and absence is the same as a negative vote, there is little danger, where railroad interests are so extended, of the incorporation of any injurious principle on charters already granted.

The estimates are only intended as approximations towards the actual results, and are presented as some convenience to those who may investigate the subject, who, of course, it is hoped, will not form an opinion of their merits till they have fully examined the grounds upon which they are based.

*Submitted in behalf of the Ogdens- }
burgh Railroad Committee, }*

J. G. HOPKINS.

JULY 15, 1845.

ESTIMATES OF FREIGHTS.

Tons.

Products of the Western States (not including New York), say the <i>mere increase</i> of the quantity sent on New York canals from the Western States the last year, and being only one quarter of the <i>increase</i> of the whole quantity (including New York) sent on the canals to tide water that year (and believed to be a mere approximation of what it will be), 51,649, say	50,000
Merchandise and Eastern manufactures going to Western States and Canada (including goods of emigrants, and goods imported under the recent act of Congress), being less than the <i>increase</i> of merchandise that ascended the New York canals from tide water the last year	20,000

From Western New York.

Ground plaster, salt, flour, fruit, &c., going to Lake Champlain and Eastern States	8,000
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From Northern New York.

Timber, sawed lumber, staves, shingles, &c., going to Lake Champlain or beyond, estimated average for 10 years	50,000
Pig and bar iron, nails, stoves, castings, &c., products of iron mines, estimated to pass on the road as soon as constructed (and will probably be much more)	5,000
Pot and pearl ashes, stone, marble, lime, water lime, glass, beef, pork, live cattle, butter, cheese, venison, poultry, &c., sent to market	15,000
Merchandise, Eastern manufactures, fish, goods of emigrants, &c., coming into New York, and salt, flour, plaster, from Ogdensburgh, and other local and way freight to places on the road	10,000

Tons, 158,000

PASSENGERS.

Average number of through passengers on 12 railroads in New York, being all that were reported, and including the poorest and most unprofitable roads in the state	56,308
Do. way passengers (calling 4 equal to one through), 4)28,894	7,227

63,535

PROFITS.

63,535 passengers at \$2 50 per head, being only about 2 cents per mile (low enough to induce thousands more to take this route)	157,787
Transportation of the mails	6,000
158,000 tons freight at \$2 50 per ton (much of it would bear higher, and some going to the sea-board might have to be taken at lower rates)	395,000
	<hr/> 552,787
Average expense of repairs and running on the above 12 railroads in New York per mile is \$1,290, which for 120 miles is	154,800
	<hr/> Net receipts \$403,987

Being over 20 per cent. on a capital of \$2,000,000, and 16 per cent. on \$2,500,000.

OGDENSBURGH AND ITS ADVANTAGES.

Extracts from "Letters on the Internal Improvements and Commerce of the West. by H. A. S. Dearborn," *written at Buffalo, after visiting the different parts of the State.*

"Ogdensburgh has, within the immediate surrounding country, invaluable sources of wealth, which will render that town the most eminent for its extent of business and population of any between Montreal and Oswego, should neither of the proposed channels of transportation be formed (alluding to the proposed railroad to Lake Champlain, and the extension of the Black River Canal, &c.); but, if completed, its rapid rise in commercial prosperity and consequence is beyond all doubt. The harbor is excellent, and may easily be rendered more capacious and secure at but little expense, compared with the business which will there be concentrated in the progress of events which are daily becoming of greater import with the general march of internal improvements.

"The town is situated on the St. Lawrence, at the mouth of the Oswegatchie. The Oswegatchie has numerous tributary streams, which extend into St. Lawrence, Jefferson, Lewis, and Herkimer counties; and, four or five miles above Ogdensburgh, it receives the waters of Black Lake, twenty-four miles long, navigated by steam and other boats, and thus becomes a means of

communication with a large tract of country. Below the junction are two rapids, and a very considerable fall near the mouth of the river, furnishing most valuable hydraulic powers, that are already used to a considerable extent; there being two large flour, two grist, and two saw mills, three foundries, extensive distilling and tanning establishments, machine and other factories.

"Ogdensburgh was the site of a garrison in the old colonial and Indian wars, and remains of the fort and stone barracks erected by the French are to be seen at the entrance of the harbor. It was an important military post during the last war; but at its close did not contain more than 300 inhabitants, and there are now more than 3,000.

"The county of St. Lawrence is very prolific in mineral treasures; besides numerous quarries of free and limestone and marble; there are extensive lead mines in Rossie, near the upper end of Black Lake. Two veins have been opened, which I examined; they run vertically, through hills of granite, and are from two to three feet thick, descending indefinitely. The smelting works, erected within two years, have yielded a hundred tons per month, of the purest lead, in pigs; and the quantity may be increased to a vast amount.

"In the towns of Waddington, Norfolk, Fowler, Brasher, Rossie, and many other places, are inexhaustible deposits of iron ore, where large furnaces are in operation. And in Canton, about twenty miles south-east of Ogdensburgh, a rich copper mine has recently been discovered, which will soon be wrought, and there are indications of other deposits of that important metal.

"Opposite the village of Waddington is Ogden's Island, containing 900 acres of land, equal to any in the State for wheat, &c. Mr. Ogden has a beautiful mansion on this picturesque river isle, and cultivates a large farm in such superior manner, as renders it a model of husbandry. He has raised sixty bushels of wheat to the acre, by adopting the English system of tillage.

"That there will be a canal or railroad from Ogdensburgh to Lake Champlain, and that soon, is certain.

"The numerous natural and artificial lines of communication, which I have attempted, but very imperfectly, to describe, and which concentrate in the valley of the Hudson, exhibit the wonderful influence which the Erie Canal has already produced.

"What an exciting and glorious spectacle do the public works of this peculiarly favored state present! The prospective results, from the mighty causes which are and soon will be in full action, are far beyond what the most gifted presence can predict, not merely as relate to this rich section of country, and its appendant regions, but to the whole republic. The magnificent

revelations of coming years will be such as no other age or nation has experienced. We have been wrapt in wonder at the astonishing exhibition which genius, intelligence and industry, have presented in our day; but the next generation will look back upon what has been done and is doing, with an amazement which will be as much greater as the extent of population and its advancement in all the arts of civilization will exceed what now exists."

REMARKS AND EXTRACTS FROM ENGINEER'S REPORT.

The statements presented in this pamphlet have been more than verified. The Erie Canal and all other avenues were insufficient, in 1846, to transport the vast increasing products of the great West. The price of freighting rose greatly, thus heavily taxing the consumer. Had the Ogdensburgh road, and the continuous line connected with it, been completed, the shipping of the western lakes would have descended, before breaking bulk, to the foot of navigation, and their cargoes reached tide-water at Boston. The whole community are therefore deeply interested in this great railway thoroughfare to keep down the prices of western produce.

This is regarded as one of the best paying roads. Its charter does not limit its dividends, which may reach fifteen or twenty per cent. The stockholders are entitled to New York interest of *seven per cent.* upon all payments on their respective shares while the road is building. This important arrangement tends to prevent loss to those who build the road, and also renders it more convenient to pay assessments.

Since the foregoing publication, a locating survey has been made by JAMES HAYWARD, Esq., of Boston, a skilful and experienced engineer. His able report, from which follow a few short extracts, shows the route more favorable than was expected.

REPORT.

"In the neighborhood of the Canada line, near Rouse's Point, there is a beautiful site for a bridge at a very inconsiderable expense. The whole distance across is 3,880 feet; the length of way that has ten feet of water, and over, is only 2,000 feet. The location is perfectly protected by the projecting points of the opposite shores. A bridge of less than half a mile in length, in *ten feet* water at its abutments, and less than *twenty feet* at its maximum depth, will carry our cars to the Vermont shore."

"A bridge across the lake at or near Rouse's Point, for the use of the railroads which may center there,—with a *draw* for the accommodation of the shipping which navigates the river between the lake and St. Johns,—is not only feasible, but it is neither difficult nor expensive."

"This bridge at Rouse's Point will subserve other important interests besides those of the Northern Railroad. It will connect all New England with Montreal, as well as with Ogdensburgh and the Lakes. The proposed location of the bridge is but twenty miles from the present *terminus of the Montreal and St. Johns Railroad*. The intervening country is perfectly level; and there can hardly be a doubt that *that* road will be extended to meet the New York and Vermont Railroads, as soon as they shall be completed."

"A SUMMARY OF THE CHARACTERISTICS OF THE ROAD,
WHEN FINISHED.

"1. *The grades* are more favorable than those of any other road, of the same length, in the Northern States; and they are conveniently disposed for the business which the railroad will be called to do. A large amount of the freighting business will be eastward from the St. Lawrence river, or from the rich agricultural districts bordering on that stream, to Lake Champlain. And of the *way-business* generally, much the larger portion will go eastward towards the lake. The grades of the road favor this distribution of the *traffic*. The rising grades, going east, are generally gentle, none of them exceeding an elevation of *one foot in two hundred*, or 26,4 feet to the mile."

"2. A second characteristic of this road is its *remarkable freedom from inconvenient curvature*; there only being one curve of a less radius than *four thousand feet*; and that occurs at a *station*, where the trains will always move slow. The radius of this short curve will vary from two to three thousand feet. The portion of the curve having a less radius than three thousand feet will be on a level portion of the road. About eighty miles together are sufficiently straight to be run at the rate of forty miles to the hour, with as much safety as any road in the country. For nearly sixty miles there will be no curve of a less radius than 10,000 feet. Indeed, there is very little curvature between Ogdensburgh and the Clinton Summit—about eighty-two miles."

"*The practical result* to which we arrive is this: We can have, at a comparatively low cost, a railroad from Ogdensburgh to Lake Champlain at Rouse's Point, one hundred and fifteen miles long, with no acclivity exceeding 26,4 feet to the mile (*less than one inch in a rod*), with no curves of a less radius than five

thousand feet; and with *eighty five per cent.* of the road perfectly straight.

"With curves of four thousand feet radius, there will be *one hundred miles of straight line* between Ogdensburgh and the lake.

"3. The character of the *grades* and *curves* places this road in the very first class of railroads in the country. Its capacity as a freight road is greater than that of any road of its length with which I am acquainted."—"Independent of the advantage to be derived from its freedom from exceptional curvature which is very great, its capacity for freighting is, to that of the Western Railroad, as 100 to 45, and to that of the New York and Erie Railroad, as 100 to 52."

Boston, April 9, 1847.

CORRESPONDENCE.

STATE STREET, BOSTON, May 10th, 1847.

TO GEORGE PARISH, ESQ.,

President of the Northern Railroad of New York.

MY DEAR SIR,—In compliance with your request, I have examined the Report of your engineer, Mr. Hayward, and the statistics and resources of your line on its new location from Ogdensburgh to the outlet of Lake Champlain.

After a careful examination of all the data and sources of information I can command, I am well satisfied that your railroad, constructed by such an engineer as Mr. Hayward, and directed by an efficient and experienced board, will command a revenue of fifteen or twenty per cent.

Your line combines many advantages. *First, it is a direct route*, free from curves and heavy grades, so level that trains from the West in the direction of the principal trade may average easily two hundred and sixty tons to the train.

Second, The nature of the soil and the character of the profile are such that the enterprise may be completed in sixteen months, or in one third of the time required to build the Western Railroad.

Third, The line is remarkably cheap. Mr. Hayward assures me it will not exceed \$19,000 a mile, exclusive of equipment and depots, and with them will fall short of \$23,000 a mile,—the cost of our cheapest branch lines in this vicinity.

Fourth, It has a *liberal* charter, since it does not *limit* the amount of dividends.

Fifth, The route commands several distinct branches of

business: 1st, The local business of the line; 2d, The travel between Montreal and Upper Canada and the Lakes, secured by a reduction of the journey from sixteen hours to six. 3d, The intercourse and traffic between the iron district of Lake Champlain and the West, on which it depends for salt, plaster, and bread-stuffs. 4th, The interchange of bread-stuffs for manufactures between the West and the interior of Vermont and New Hampshire, and the carriage of emigrants from New England westward. 5th, The great trade which must spring up between Boston Canada, and the great Lakes, in *flour, provisions, minerals, wool, hemp, and ashes, and foreign and domestic goods*. Boston, two hundred miles nearer Europe than New York, with a railroad line much shorter than the *Erie* Railroad, having also easier grades and curves, must command a large proportion of the Lake trade. This now exceeds 1,200,000 tons, and is rapidly increasing.

Any three of the above branches would sustain a cheap railroad. Five of them combined must insure a great and increasing revenue, and seem to me to warrant the estimate subjoined. If I have *erred*, I feel persuaded I have *erred* on the side of moderation.

I have the honor to be, very sincerely and respectfully, yours,

ELIAS HASKET DERBY,

Director of the Fitchburg, and late of the Western Railroad.

ESTIMATE.

Cost of Ogdensburgh Railroad, with depots, cars, and engines, ready to commence business December 1st, 1848 - - - - - \$2,600,000

Estimated income, independent of mails, expresses, &c.;—

Way business of line, at \$1,000 per mile, for entire length of 115 miles, from Ogdensburgh to Rouse's Point - - - - -	\$115,000
Passengers between Ogdensburgh and Montreal, 30,000 1st class at \$2 $\frac{1}{4}$ each - - - - -	67,500
Passengers between Ogdensburgh and Montreal, 30,000 2d class, at \$1 $\frac{1}{8}$ each - - - - -	33,750
Freight between Ogdensburgh and the shores of Lake Champlain, consisting of flour, corn, plaster, salt, iron, &c., 20,000 tons, at \$3 - - - - -	60,000
20,000 passengers between same points, at \$2 $\frac{1}{4}$ - - - - -	45,000
<i>Amount carried forward</i>	<u>321,250</u>

<i>Amount brought forward</i>	321,250
Freight between Ogdensburgh and the valleys of the Connecticut and Merrimaek Rivers, and the lines of the Central, Rutland, Sullivan, Northern, Cheshire, Vermont and Massachusetts, Fitchburg, Concord, Nashua, Lowell, and Worcester and Nashua Railroads, — bread-stuff, salt, manufactures, &c., 20,000 tons, at \$2½	50,000
20,000 passengers between same points, at \$2	40,000
Passengers between Boston, Ogdensburgh, Canada, and the Lakes, 16,000 1st class, at \$2	32,000
Passengers between Boston, Ogdensburgh, Canada, and the Lakes, 8,000 2d class, at \$1	8,000
Freight between same points, including goods bonded for drawback, 200,000 tons, at \$1 75 average per ton, namely flour, salt, pot and pearl ashes at \$1½, and merchandise, butter, cheese, wool, &c., at \$2½	350,000
	<hr/>
	\$801,250
Running expenses, at 40 per cent	320,500
	<hr/>
	\$480,750

Net revenue between 18 and 19 per cent.. and 10½ per cent. without Boston trade.

P. S. My estimate is based upon the assurance that you will connect with the Vermont lines by a bridge at Rouse's Point, and secure an ample supply of cars and engines. Taking into view the light cost, easy grades and curves of your line, and the vast busines of the Lakes with the return freight from the seaboard, I can see no reason why freight may not be transported as cheap on the Ogdensburgh as on the Reading Railroad, where it costs but one half of one cent per ton a mile, exclusive of loading and unloading.